

*San Jose to Merced
High-Speed Train Project EIR/EIS*

WELCOME

California High-Speed Rail Authority

Public Meeting

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CALIFORNIA HIGH-SPEED TRAIN SYSTEM



- Provide a new mode of high-speed intercity travel to link major metropolitan areas
- Forecasted to carry as many as 100 million passengers annually by the year 2035
- 800-mile system with stations built to allow for express service
- Service linking the San Francisco Bay Area, Central Valley and Southern California
- 100% clean electric power
- Estimated travel time from San Francisco to Los Angeles: less than 2 hours 40 minutes

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WHY WE NEED HIGH-SPEED RAIL



JOBS

- 600,000 full-time, one-year, construction-related job-equivalents
- 5,000 permanent operations and maintenance jobs
- 450,000 economy-wide jobs by 2035

MOBILITY

- "Economic power is how fast you move people and goods around the state."
Gov. Arnold Schwarzenegger, January 15, 2008

ENVIRONMENT

- Reduced greenhouse gases
- AB 32: California's 2006 landmark legislation to reduce greenhouse gas emissions 25% by 2020
- Population Growth
- California's population now: 38 million
By 2035: 50 million



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WHY WE NEED HIGH-SPEED RAIL



We can build...

- New freeways, airport runways and more departure gates to address our expected population growth

or

We can achieve...

- An 800-mile high-speed train system, powered by 100% renewable electricity generated by clean wind and solar energy

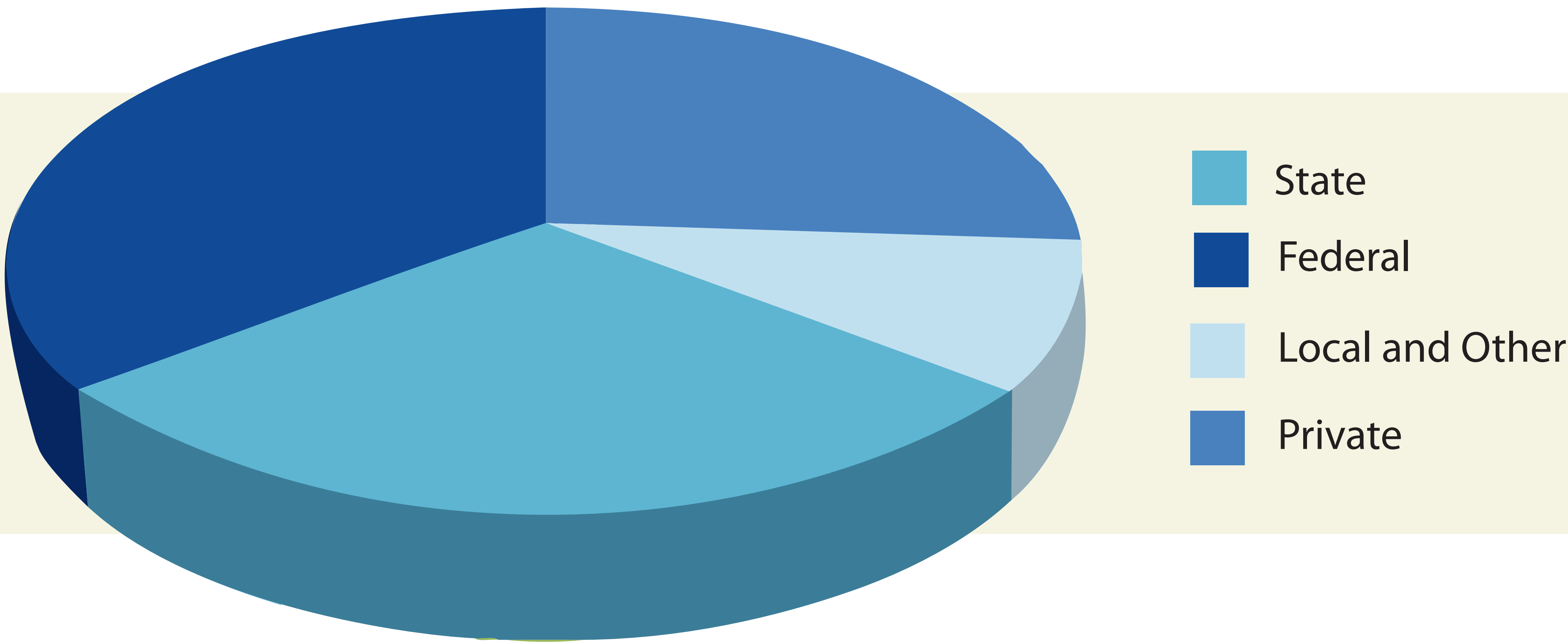


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PROJECT FUNDING

PROJECTED OVERALL STATEWIDE CONSTRUCTION COST: \$42.6 BILLION
(Anticipated funding sources)

California Funding: \$9B
Federal Funding: \$17-19B
Local Funding: \$4-5B
Private Investment: \$10-12B



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INITIAL CONSTRUCTION: 2012 STARTING IN THE CENTRAL VALLEY

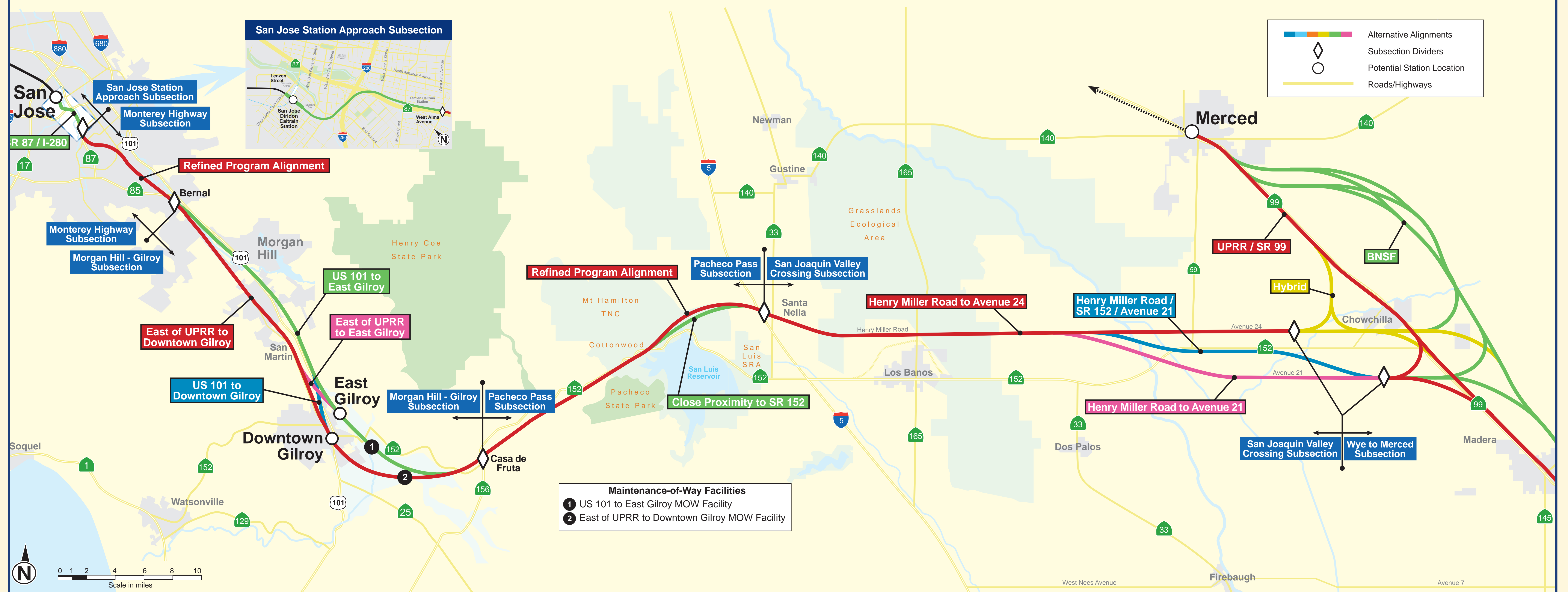
THE FOUNDATION FOR TRUE HIGH-SPEED RAIL

- Only segment where trains will travel at 220-mph maximum operating speed for long stretches
 - Allowing the 2 hr 40 min trip between Los Angeles and San Francisco
- Initial track in the Central Valley will serve as testing and proving ground for new high-speed train technology in the U.S.
- Technically simpler engineering than urban developed areas, majority at-grade in rural areas.



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SAN JOSE TO MERCED SECTION ALIGNMENT ALTERNATIVES (AS OF MAY 2011)



**Alignments subject to change*

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SAN JOSE-MERCED SIMULATIONS



Downtown Gilroy (6th St.)

Casa de Fruta



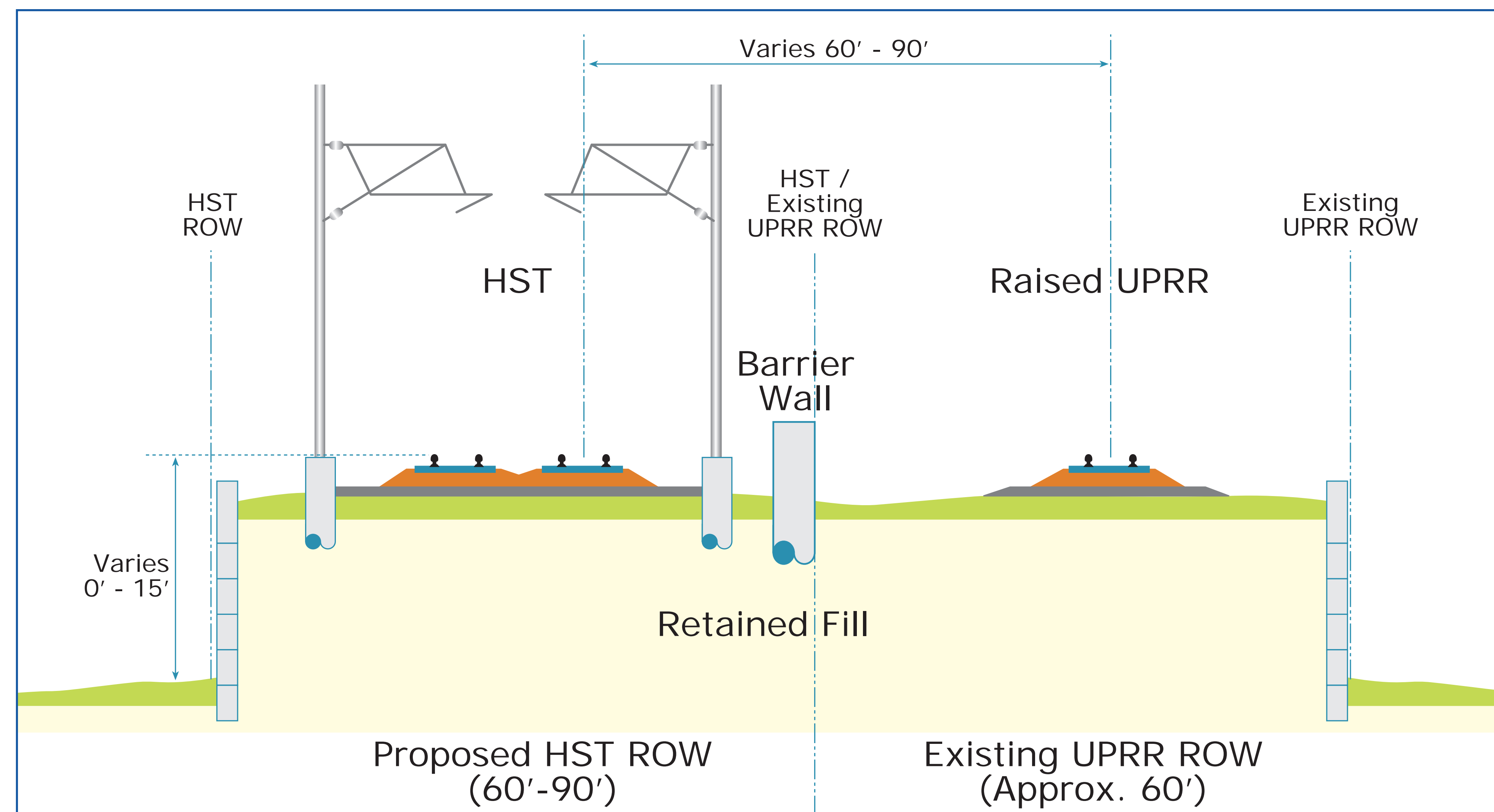
Monterey Rd.

Los Banos Wildlife Area at Henry Miller Rd.

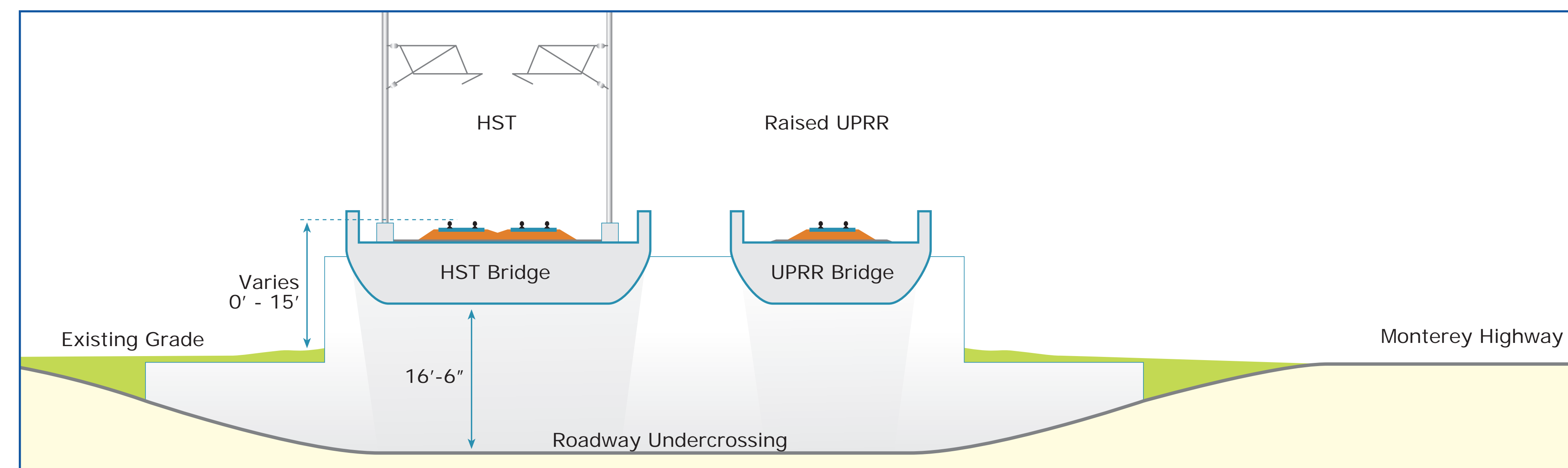


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TYPICAL SECTIONS ALONG ALIGNMENT



AT-GRADE (ON RETAINED FILL)

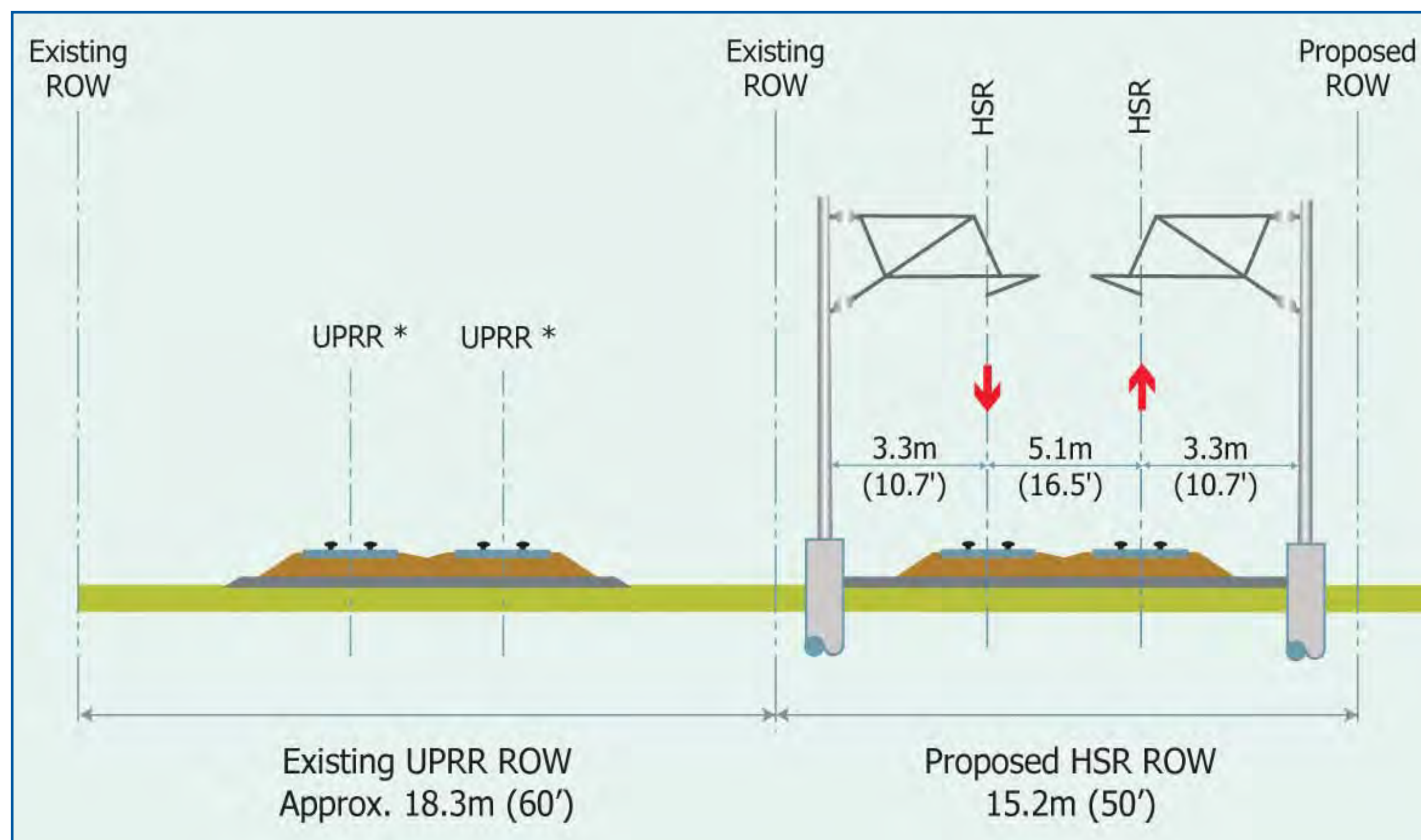


ROADWAY UNDERCROSSING

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TYPICAL SECTIONS ALONG ALIGNMENT

Shared Railroad Corridor

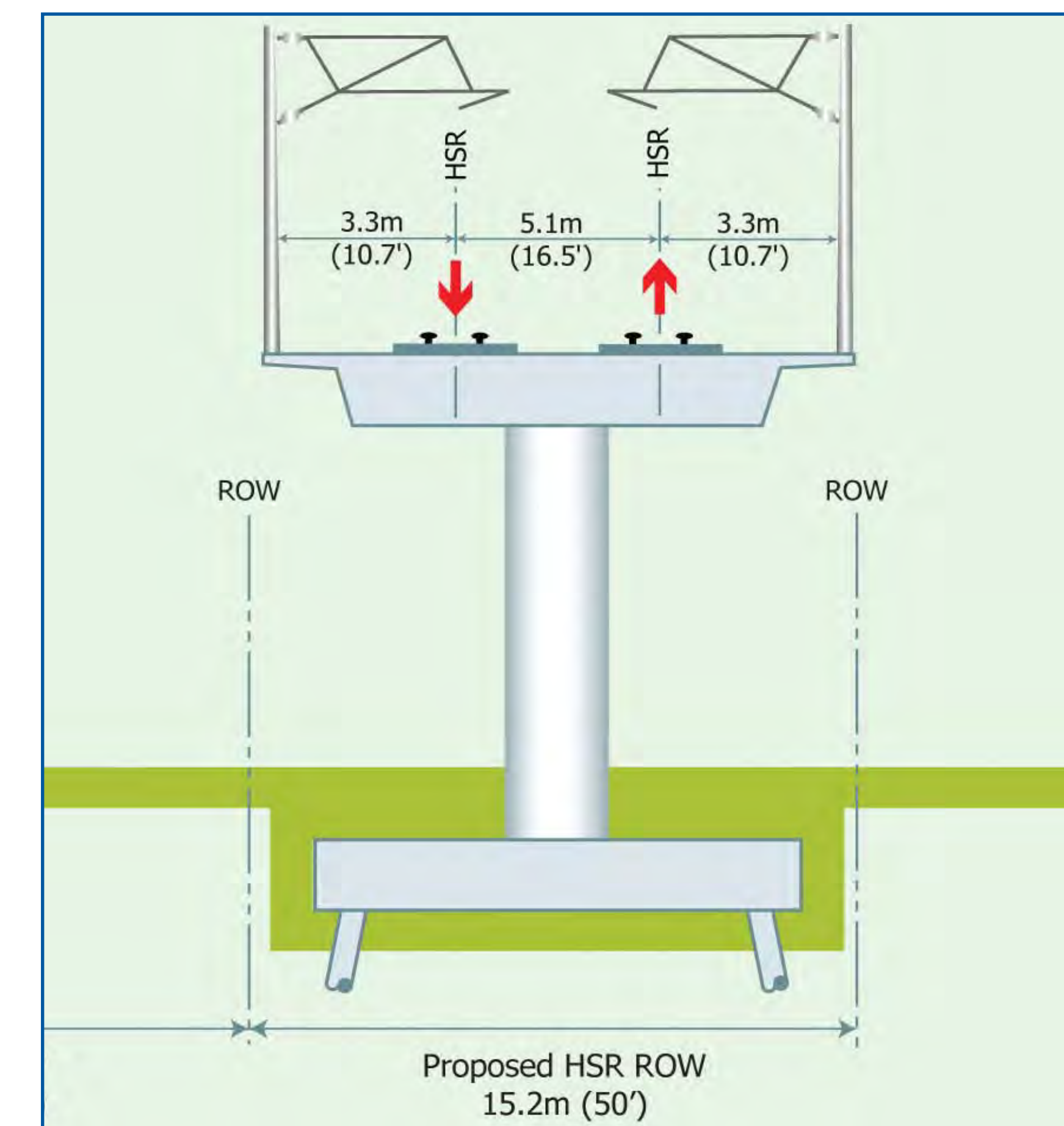


Portions of the alignment will need special structures to fit into the built environment

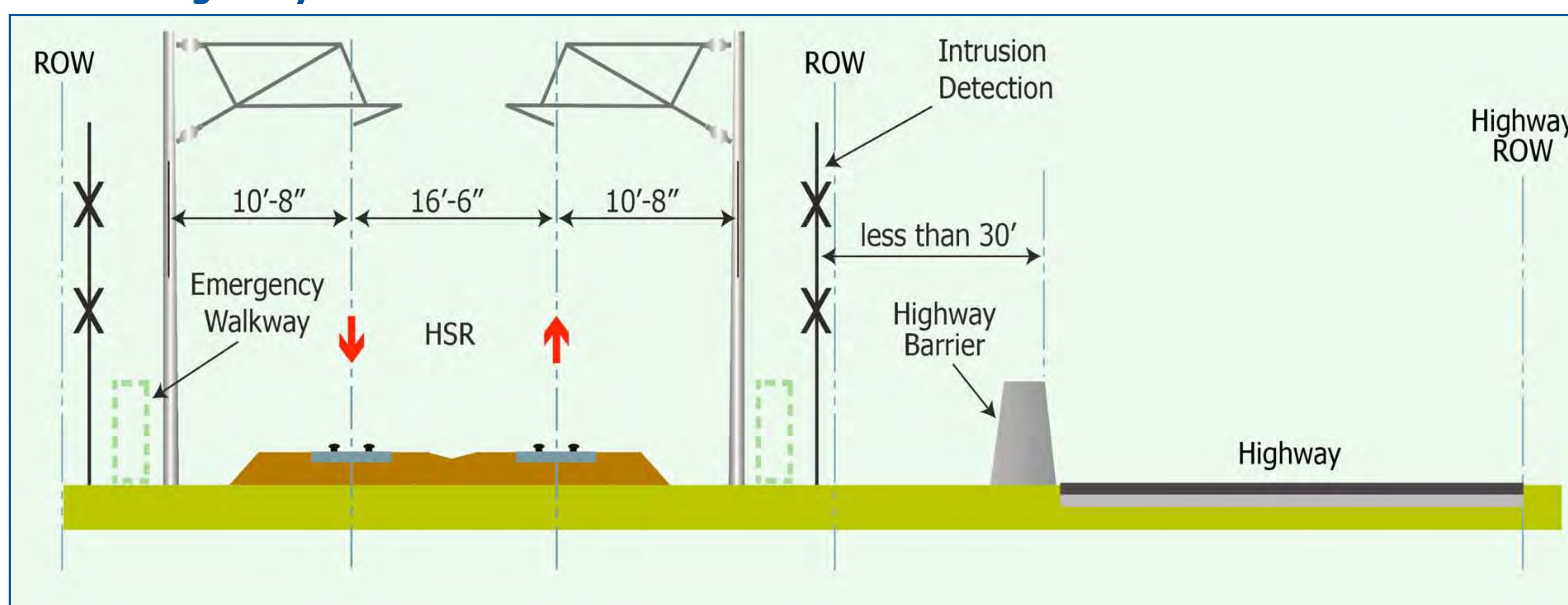
Structures could include:

- Aerial structures
- At-grade
- Trenches

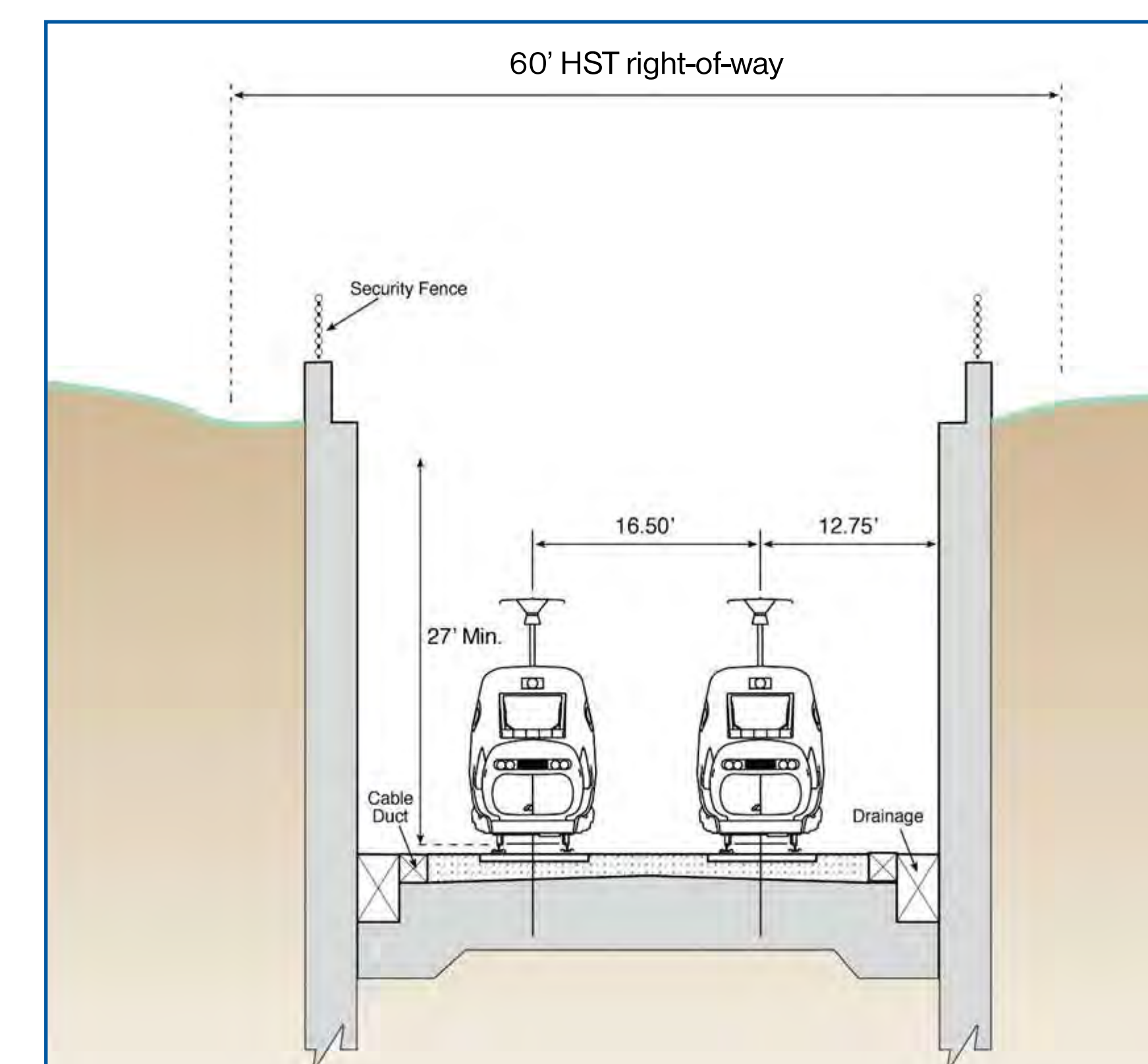
Aerial Structure



Shared Highway Corridor



Trench Section



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GRADE SEPARATIONS



Before

Typical Underpass

After



- **Grade separations are underpasses and overpasses where roadways cross railroad tracks**
- **Grade separations reduce congestion and noise and improve safety**
- **California High-Speed Train tracks will be grade-separated from adjacent roadways**

Typical Overpass



Grade Separated from Roadway



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PACHECO PASS SUBSECTION

RECOMMENDED ALTERNATIVES TO CARRY FORWARD (ADDITIONAL ALTERNATIVE SHOWN IN **BOLD**):



- Close Proximity to SR 152 Alignment Alternative
- Refined Program Alignment Alternative
- **Both alignments were refined for potential landslide areas in the western portion of the Pacheco Pass**

**Alignments subject to change*

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Morgan Hill – Gilroy Subsection



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MORGAN HILL – GILROY SUBSECTION

ALTERNATIVES

Recommended alternatives to carry forward (additional alternatives shown in **bold**):

- East of UPRR to Downtown Gilroy Alignment Alternative
 - Design options in Morgan Hill: aerial, **at-grade**
 - Design options in Downtown Gilroy: aerial, open trench, **at-grade, partially covered trench**
- East of UPRR to East Gilroy Alignment Alternative
 - Design options in Morgan Hill: aerial, **at-grade**
 - Design options in East Gilroy Station area: at-grade, **aerial**
- US 101 to Downtown Gilroy Alignment Alternative
 - Design options in Downtown Gilroy: aerial, open trench, **at-grade, partially covered trench**
- US 101 to Gilroy Alignment Alternative
 - Design options in East Gilroy Station area: at-grade, **aerial in station area**

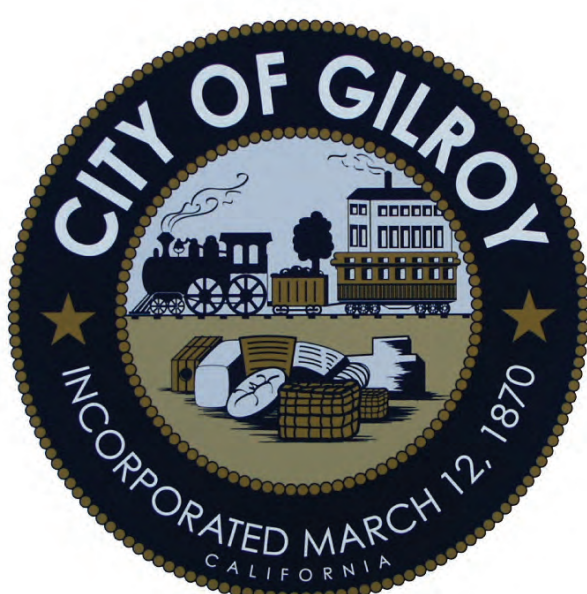
STATIONS

Recommended stations to carry forward (additional alternatives shown in **bold**):

- Gilroy Downtown Station
 - Design options: aerial, trench, **partially covered trench, at-grade**
- East Gilroy Station
 - Design options: at-grade, **aerial in station area**

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STATION DESIGN PROCESS



California High-Speed Rail Authority Station Responsibilities

- Provide a functional station and related infrastructure
- Design a functional station sensitive to its surroundings
- Provide recommendations for parking
- Identify potential impacts and mitigation measures for each station option (Draft EIR/EIS)

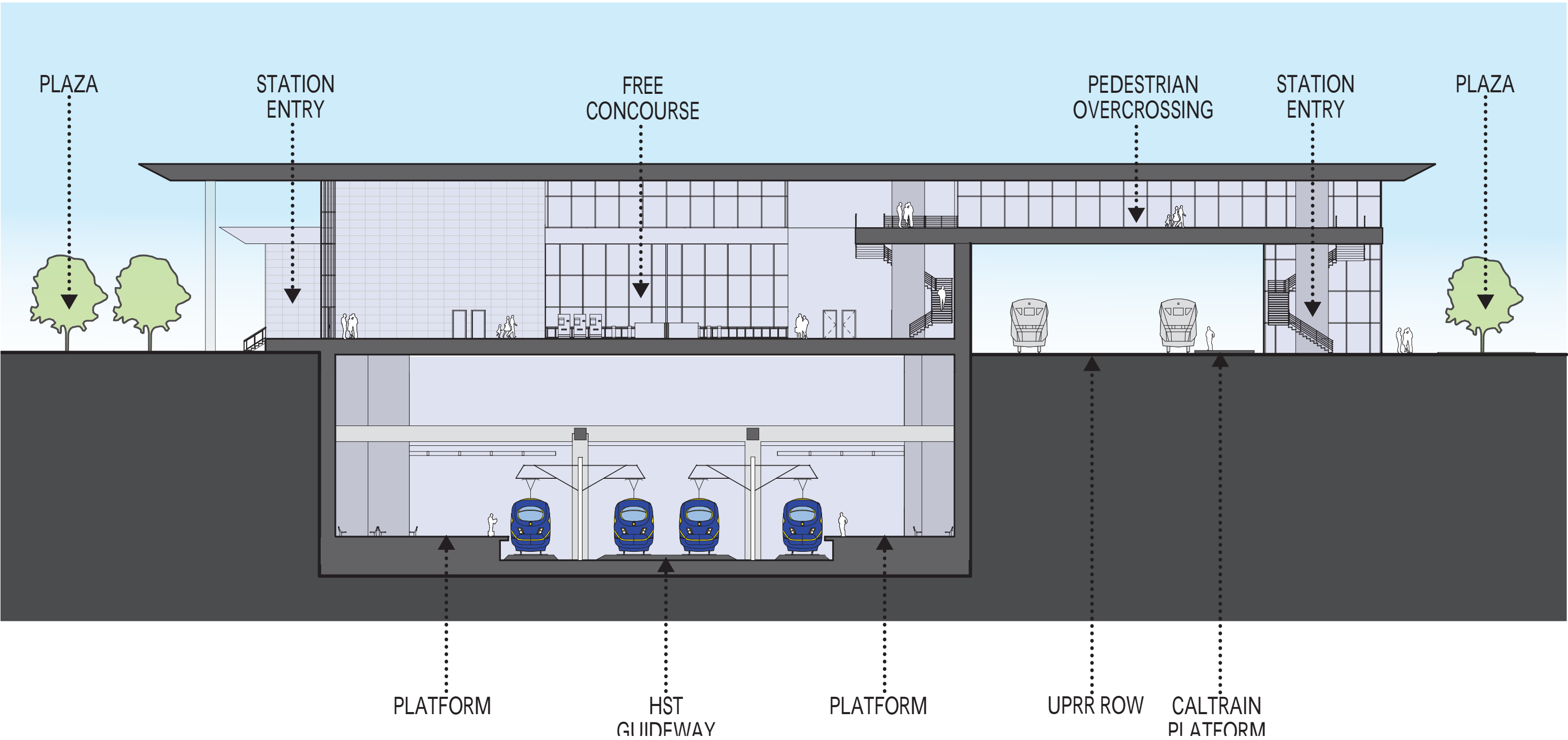
City of Gilroy Station Visioning Process

- Study pros/cons of the Downtown Gilroy and East Gilroy potential station locations
- Provide a recommendation to the Authority on where the Gilroy station should be located
- Provide a land use and transportation framework for each station
- Provide a framework for a Station Area Plan for the preferred station

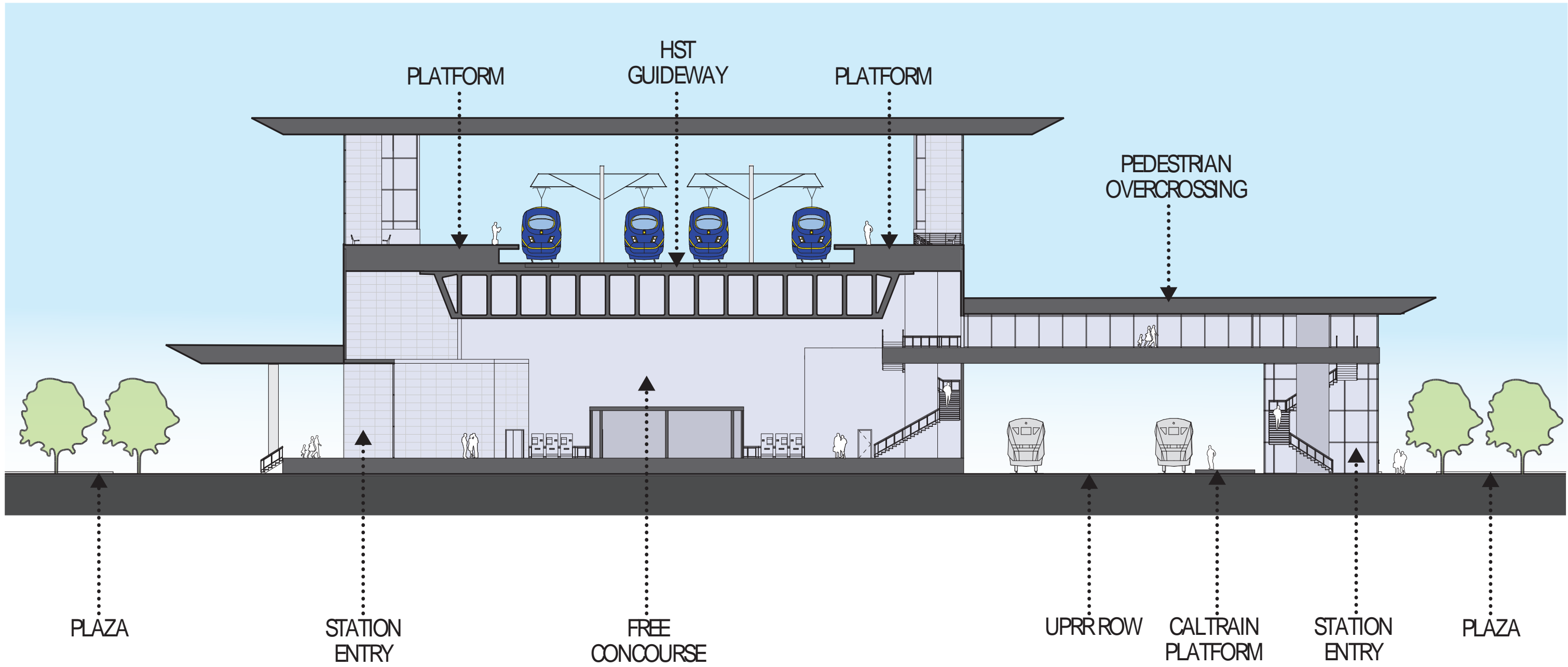
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DOWNTOWN GILROY STATION- DESIGN OPTIONS

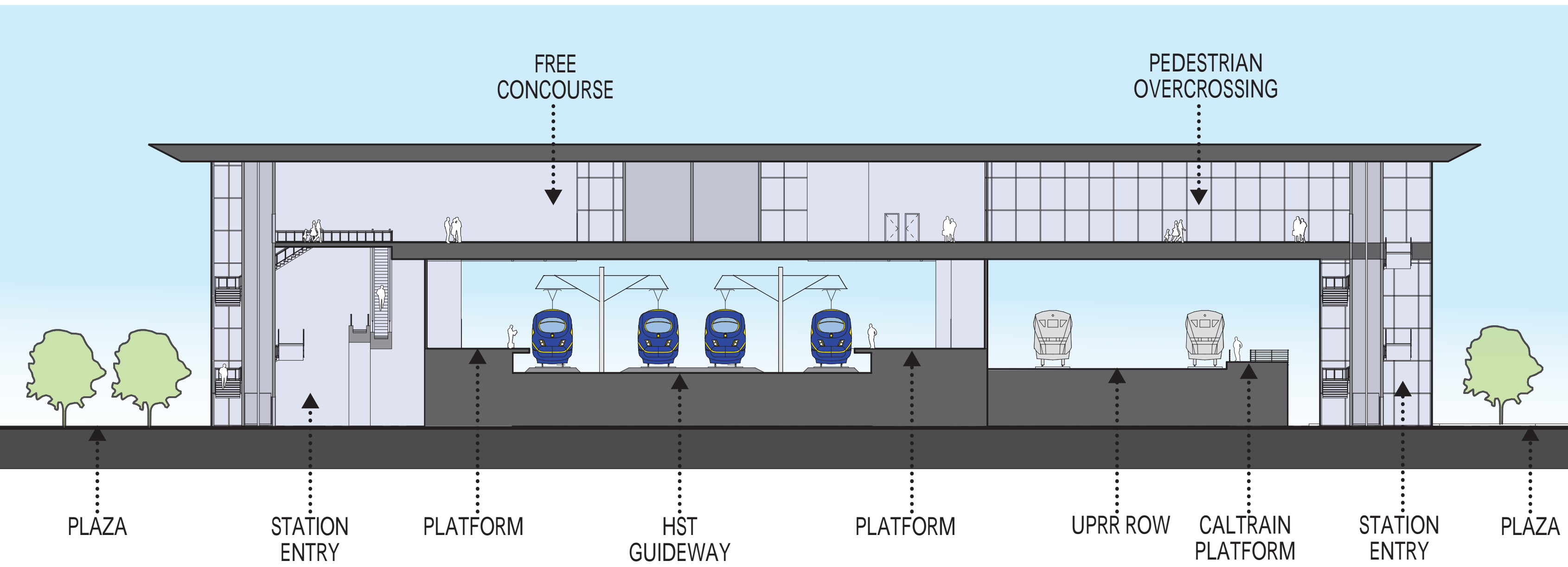
TRENCH STATION



AERIAL STATION



AT-GRADE STATION

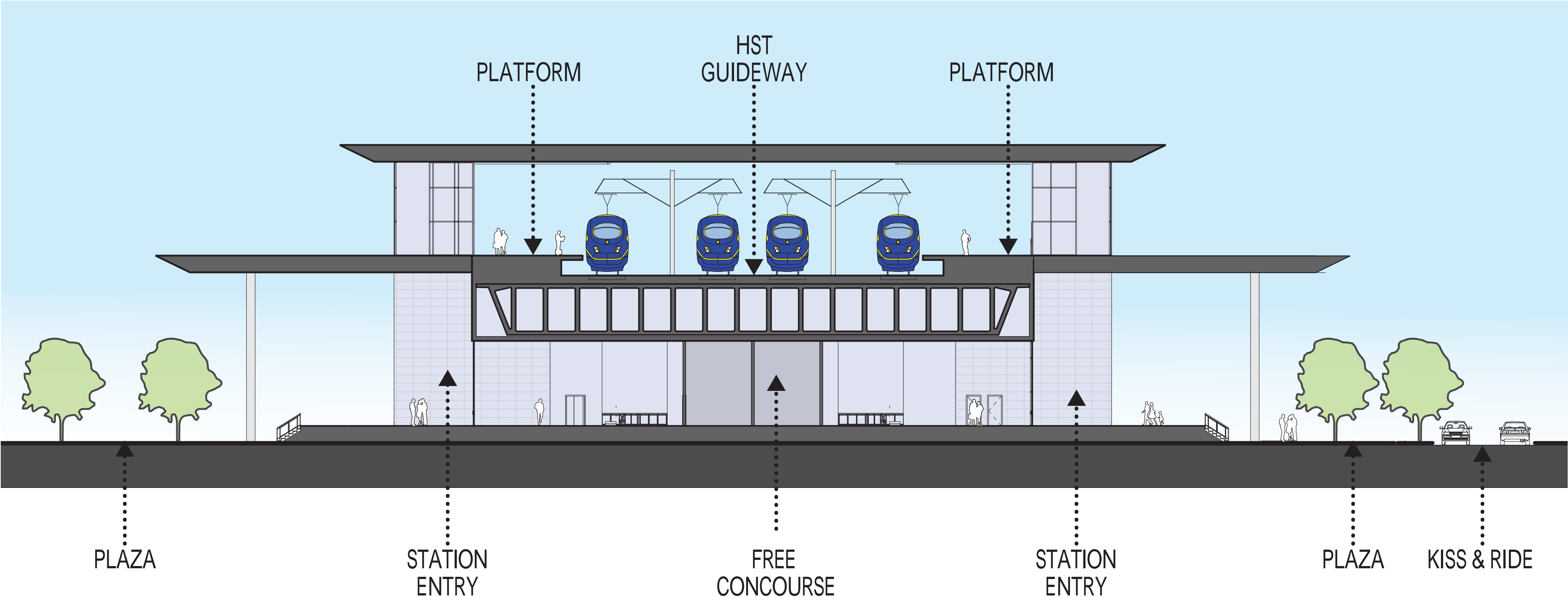


** All images are conceptual and subject to change*

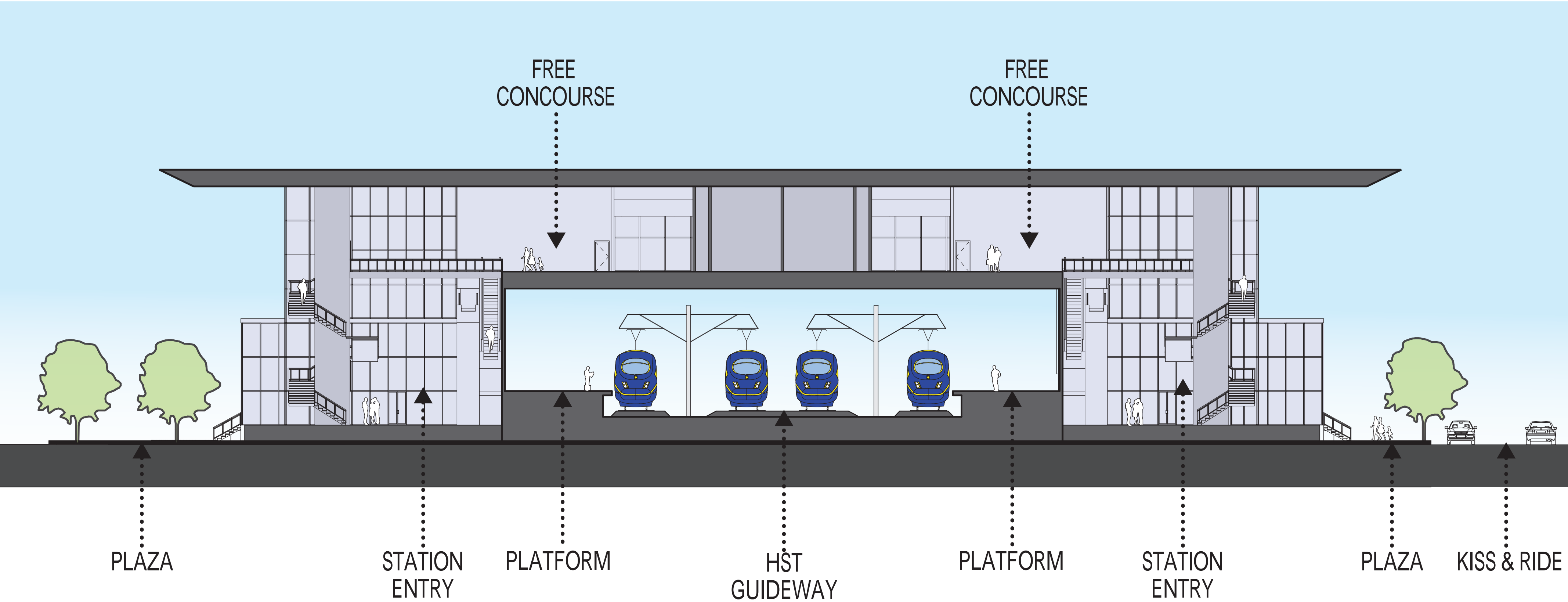
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EAST GILROY STATION- DESIGN OPTIONS

AERIAL STATION



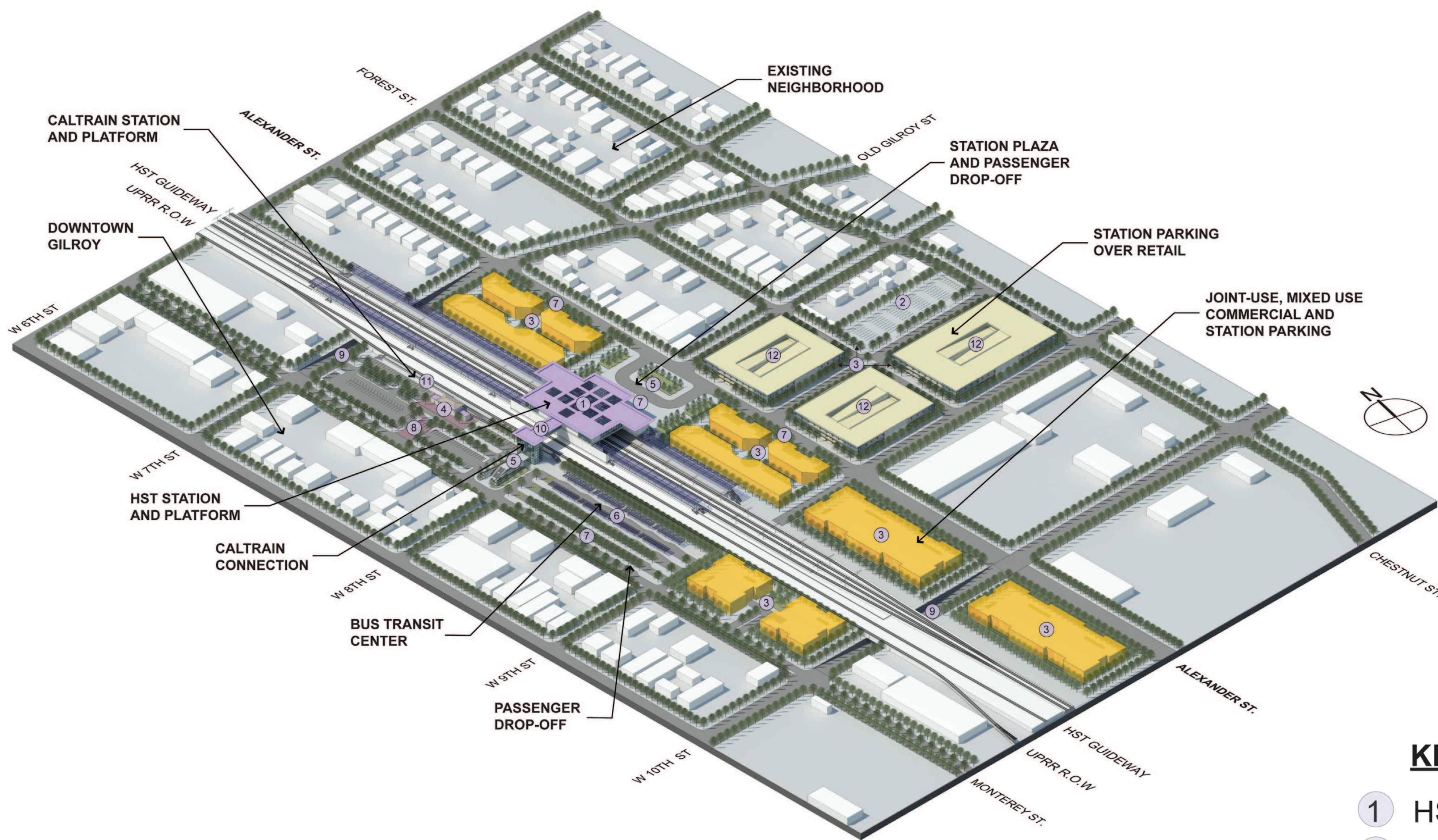
AT-GRADE STATION



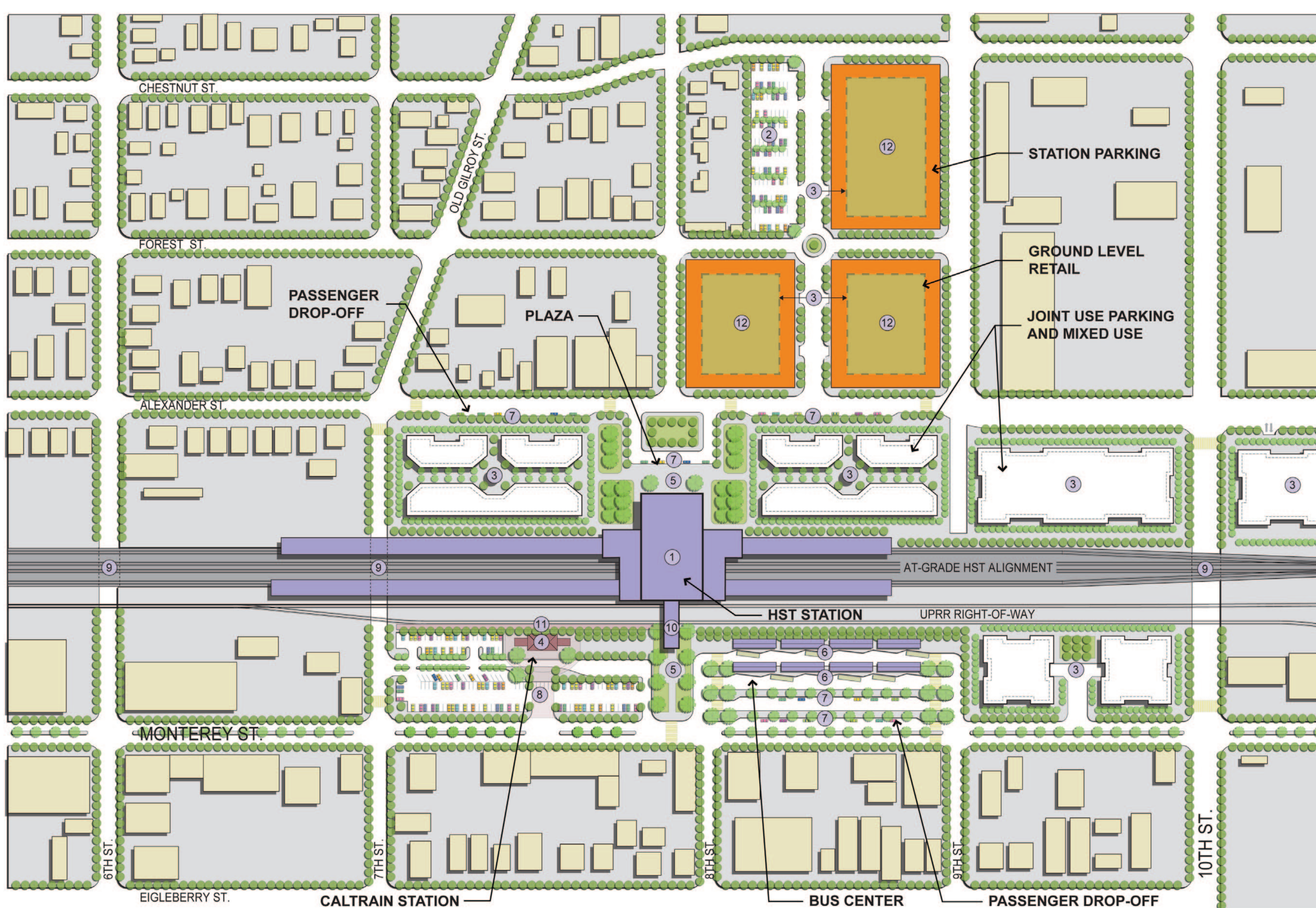
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Downtown Gilroy Station Land Use and Parking Concepts (At-Grade)



DOWNTOWN GILROY HIGH SPEED TRAIN STATION CONCEPT
AT-GRADE OPTION - BIRD'S EYE VIEW



DOWNTOWN GILROY HIGH SPEED TRAIN STATION CONCEPT
AT-GRADE OPTION - SITE PLAN

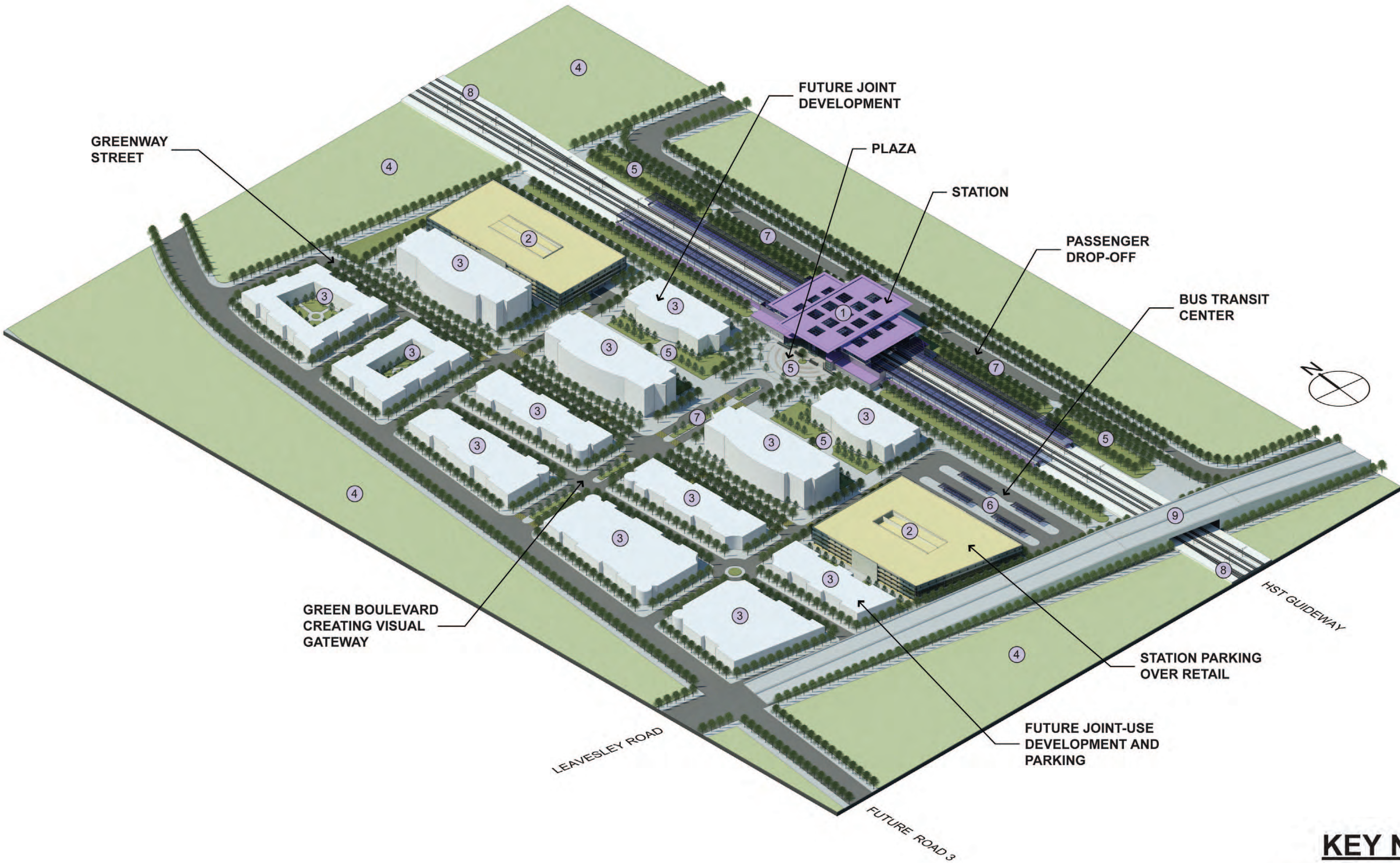
KEY NOTES

- 1 HST STATION
- 2 HST STATION PARKING
- 3 FUTURE JOINT-USE PARKING + RETAIL
- 4 CALTRAIN DEPOT
- 5 PLAZA
- 6 BUS TRANSIT CENTER
- 7 KISS & RIDE
- 8 EXISTING PARKING
- 9 UNDERPASS
- 10 PEDESTRIAN OVERCROSSING
- 11 CALTRAIN PLATFORM
- 12 HST STATION PARKING OVER GROUND LEVEL RETAIL

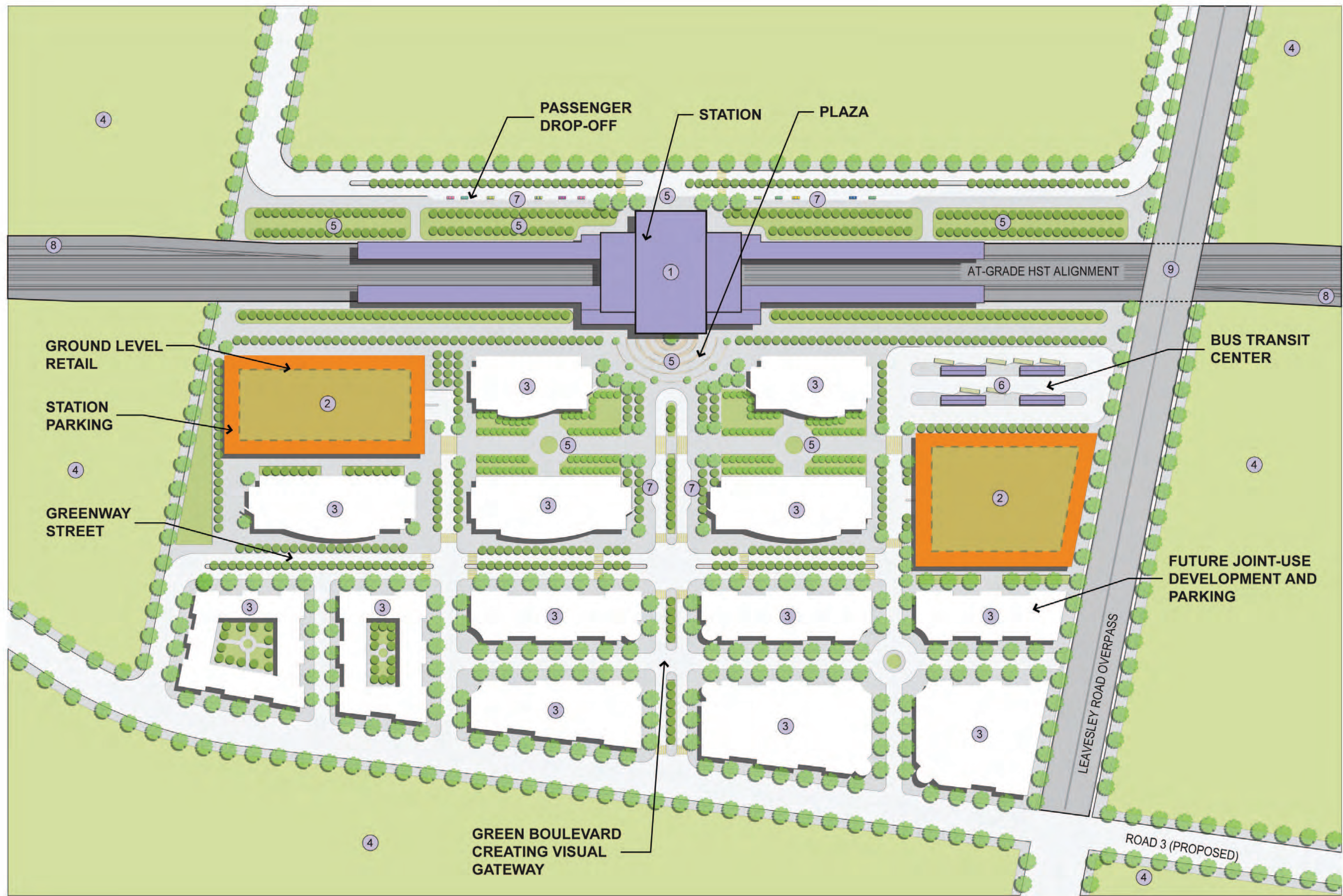
Preliminary - subject to change

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East Gilroy Station Land Use and Parking Concepts (At-Grade)



EAST GILROY HIGH SPEED TRAIN STATION CONCEPT
AT-GRADE OPTION - BIRD'S EYE VIEW



EAST GILROY HIGH SPEED TRAIN STATION CONCEPT
AT-GRADE OPTION - SITE PLAN

KEY NOTES

- 1 HST STATION
- 2 HST STATION PARKING OVER GROUND LEVEL RETAIL
- 3 FUTURE JOINT-USE DEVELOPMENT
- 4 AGRICULTURAL LAND
- 5 PLAZA
- 6 BUS TRANSIT CENTER
- 7 KISS & RIDE
- 8 HST STORAGE TRACK
- 9 OVERPASS

Preliminary - subject to change

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HOW TO PARTICIPATE

- **Talk to high-speed train staff**
- **Fill in and drop off comment cards**
- **Add your e-mail to our mailing list**

For more information after this meeting:

Call: (800) 881-5799

Visit: www.cahighspeedrail.ca.gov

E-mail: san.jose_merced@hsr.ca.gov

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NEXT STEPS

